

Patent Claims

1. A vehicle seat (25), particularly for a motor vehicle, comprising a backrest (1), a seat part
5 (24) and a seat base (8), the backrest (1) being able to be set into a first position and into a second position by being pivotable relative to the seat part (24) about a first rotary spindle (3) arranged essentially transversely with respect to
10 the main seating direction, and the seat base (8) being able to be set into a third position and into a fourth position by being pivotable relative to the seat part (24) about a second rotary spindle (10) arranged essentially transversely
15 with respect to the main seating direction, characterized in that the vehicle seat (25) has transmission means in such a manner that a pivoting movement of the backrest (1) from the first position into the second position is coupled
20 to a pivoting movement of the seat base (8) from the third position into the fourth position.
2. The vehicle seat (25) as claimed in claim 1, characterized in that the spatial region taken up
25 by the backrest (1) in the second position at least partially overlaps the spatial region taken up by the seat base (8) in the third position.
3. The vehicle seat (25) as claimed in one of the
30 preceding claims, characterized in that the first and second rotary spindles (3, 10) are provided essentially parallel to each other, essentially horizontally and, in the main seating direction, essentially at opposite ends of the seat part
35 (24).
4. The vehicle seat (25) as claimed in one of the

preceding claims, characterized in that the transmission means comprise a first rail (5) and a second rail (6), with, on the one hand, a fifth position of the rails (5, 6) relative to each other corresponding to the first position of the backrest (1) and the third position of the seat base (8), and, on the other hand, a sixth position of the rails (5, 6) relative to each other corresponding to the second position of the backrest (1) and the fourth position of the seat base (8).

5. The vehicle seat (25) as claimed in one of the preceding claims, characterized in that a longitudinal displacement of the rails (5, 6) relative to each other takes place between the fifth position of the rails (5, 6) and the sixth position of the rails (5, 6).

6. The vehicle seat (25) as claimed in one of the preceding claims, characterized in that the vehicle seat has locking means in such a manner that the rails (5, 6) can be locked with respect to a longitudinal displacement.

7. The vehicle seat (25) as claimed in one of the preceding claims, characterized in that a drive is assigned to the rails (5, 6) in such a manner that, by means of the drive, a setting of the rails (5, 6) from their fifth position into their sixth position can be brought about.

8. The vehicle seat (25) as claimed in one of the preceding claims, characterized in that the drive is provided electrically and/or pneumatically and/or hydraulically.

9. A method for adjusting the backrest (1) and the seat base (8) of a vehicle seat (25) as claimed in one of the preceding claims, characterized in that the setting of the backrest (1) from its first position into its second position and the setting of the seat base (8) from its third position into its fourth position take place at the same time.
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10. The method as claimed in claim 9, characterized in that the setting of the backrest (1) from its second position into its first position and the setting of the seat base (8) from its fourth position into its third position also take place at the same time.
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